

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

The Undersigned have received instructions from Mrs. G. A. Sachse to sell by Public Auction

TUESDAY, October 16 and
WEDNESDAY, October 17, 1923,
commencing each day at 2.30 p.m.
at "Kingclere," Kennedy RoadA Quantity of
Valuable Household Furniture,
Comprising:—Fine Hall Furniture, Dining Room
Furniture, Cutlery, Crockery, Glass-
ware, etc., etc.A Selection of Canton Blackwood
WareCatalogues will be issued.
On View from Monday, the 15th
October 1923.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 11th October, 1923.

The Undersigned have received in-
structions from the Official Receiver
to sell by Public Auction,

FRIDAY, October 19, 1923,

commencing at 11 a.m.

at Messrs. Lapoque & Company's offices,
Queen's Building
(For Account of the Concerned),A Quantity of Office Furniture
Comprising:—Decks, Chairs, Bookcases, Filing
Cabinets, Showcases, Counters, Tables,
Electric Fans, Typewriters, Copying
Press, etc., etc., also

One Safe

Terms:—Cash on delivery.

Also

To sell by Public Auction on Saturday
the 20th October 1923
at their Sales Room
at Noon.The Steam Launch "Tonkinia"
As the nose lies in the Harbour of
Hongkong.

Particulars

Length 52 feet, Breadth 10 feet 2
inches, Depth 5 feet 5 inches, Gross
tonnage 10.83 tons, Net (cargo) 13.22
tons, last survey April 1923 valid for 6
months, licensed to carry 64 persons
within Harbour limits. Completely
overhauled 1921. Any error in these
particulars shall not entitle a sale made
in pursuance thereof to entitle the
purchaser to compensation.Permit to view may be obtained on
application to the Undersigned.
A deposit of 10 per cent must be paid
on the fall of the hammer.

Also

One King Motorcar, 30 H. P., 8
Cylinders
Inspection on application to the
Undersigned.LAMMERT BROS.,
Auctioneers.

Hongkong, 11th October, 1923.

The Undersigned have received in-
structions to sell by Public Auction,

FRIDAY, October 19, 1923,

at 3 p.m.

at their Sales Rooms, Duddell Street,
(for account of the concerned),
The Steam Launch "Ferry."As the nose lies in the Harbour of
Hongkong.Length 10 feet
Breadth 10 feet.
Depth 5 feet.For further particulars apply to the
Undersigned.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 13 October, 1923.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following unclaimed telegrams
are lying at the office of The
Great Northern Telegraph Company
(Limited):—Cheh Chung-chang The Great Eastern
Hotel, from Shanghai.Sun Hing Hong, Wong Kok Fung
from Shanghai.

2387 (2) from Shanghai.

Cheong Hung-chang c/o Cheang-tung
Bank 214 Queen's Road Central, from
Shanghai.Tanchibishi Kotaro Haruna Maru
c/o Nippon Yuen Kai-sha, from Kobe.Miyagawa-yonji Haruna Maru o/o
Nippon Yuen Kai-sha, from Kobe.

Honarides from Hamburg.

Kinskoon from Kobe.

Shing On Cheong from Kobe.

Yen San, from Shanghai.

Yip Chun-poo-sha-sha, from Shanghai.

Wo Fat Cheung, from Shanghai.

Ki Lo-ku, from Iam.

Chan Tai-ki Wing Sing Street, from
Paris.N. LUND,
Act. Superintendent.

Hongkong, 11th October, 1923.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.List of unclaimed telegrams lying in
E. E. Telegraph Office, Hongkong.

Cheh-tsun-Bombay.

Mawrton, from Seattown.

Phillips, from Cliftonhillivis.

Sherly, from London.

R. M. MACALPINE,
Superintendent.

Hongkong, 11th October, 1923.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERING
MONUMENTALISTSOffices and Godowns,
98a, Wan Chai Road, Hongkong
Tel. Central No. 202ALL KINDS OF BUILDERS' REQUISITES
IN STOCK.SOIL, VENT AND RAIN WATER PIPES.
GRATES—RANGES—STOVES.

INDICATING BOLTS—LATCHES.

HINGES—LOCKS—FINGER PLATES.

OIL AND GAS WATER HEATERS.

SANITARY INSTALLATIONS.

HOT AND COLD WATER SERVICES.

MONUMENTAL WORKS A SPECIALTY

IN ITALIAN MARBLE AND/OR
HONGKONG GRANITE

TO OWN DESIGN OR FROM SELECTION

ARTIFICIAL WREATHS IN STOCK.

FOR SALE

CARMONA FERTILIZER

It promotes healthy and vigorous
growth, and in this way imparts to
the plants sufficient strength to
prevent disease attacking them.

GRACA & CO.,

Dealers in Garden Seeds, Postage
Stamps, Pictorial Post Cards, &c.
No. 10, Wyndham Street,
P. O. Box No. 620, Hongkong.

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear

MADE TO ORDER.



CHERRY & CO.,

6, DAGUILAH STREET,
Opposite Kayamai & Co.

Telephone Central No. 491

Hongkong, March 20, 1914.

WHY BUY FOREIGN
MADE SUITCASES.When we sell Shanghai
Manufactured Suitcases?They are Cheaper
and More Durable.

CHAO CHEUNG TRUNK CO.

(Opposite Yaumati Ferry, Praya)

ASAHI BEER

ASAHI BREWERY CO., LTD.

ASAHI BREWERY CO

PREVENT DISEASE!
Disinfect with
Watson's
Hygienol
A powerful disinfectant
germicide and deodorant

Price per pint - 70 cts.
gallon - \$3.00.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Wm. Powell Ltd.
Phone Central 3146

LADIES'
GOLF COATS AND SWEATERS
*
AFTERNOON
GOWNS
*
MERIDIAN
UNDERWEAR

GOLF! GOLF! GOLF!

For Eight days only we are selling
White Flyer Golf Balls at \$8.00 per doz.
Monos " " \$5.00 " "
to clear consignment below cost price, Call early.

HONGKONG CIGAR STORE.

DEATH.

FROST.—At the French Hospital at 4 o'clock this morning, Margaret Brenner, the wife of Mr. B. L. Frost, E. E. Tel. Co., aged 53 years. Funeral will pass the Monument at 5 p.m.

The China Mail.

HONGKONG, TUESDAY, OCT. 16, 1923.

THREE MATTERS.

We may be wrong, but if our own tastes are any criterion, we imagine that that part of a newspaper which contains letters written to the Editor, to be the most popular part of any news sheet. No matter what the subject may be which has prompted a reader to set his thoughts on paper via the medium of the pen, no matter how well or indifferently they may be expressed, the writer may rest assured that he has given some to think, some to amuse, some to turn to anger, and curiosity as to the identity of the anonymous scribe—where nom-de-plume has been adopted, and added not a little to the interest of life. In yesterday's issue of the *China Mail*, there appeared three distinctive types of letters on such varying topics as boxing, the conduct of soldiers, and an alleged unredeemed promise made by France. To say that these letters are most interesting, that each writer makes his claim in simple and direct language is probably understating the case. We may lose no time in agreeing that the first writer substantiates hisistic prowess and is entitled to respect therefor. What interests us is the question of what is hideously called "the Colour Ban" which finds reference in the letter, and

the want of thought that lies behind the numerous actions which though not always ill-meant, result in the misunderstanding that take years to live down. The fashions will note the phrases in this letter and realize that as exponents of "the gentle art" our Chinese friends are second to none in their epistolary efforts. Of the alleged promise of France to return Kwang-chow-wan is referred to by our third correspondent we are unable to speak with any degree of certainty but if what he says is true we may well agree that "it is strange that a country which is making an old enemy carry out its promise to her should forget her own to a friendly nation." We may well echo our correspondent's question:—"Now precisely what is France's attitude vis-à-vis this matter?" Assuming his contention to be correct too much emphasis cannot be laid upon this aspect of a Nation's word of honour. It only proves that to collect examples of "ways that are dark" it is not necessary to travel six miles outside Europe. The letters under review reaffirm the dictum that a drop of ink . . . make millions think.

A Postal Matter.

Very few we imagine are over pleased when the postman delivers a letter or postal packet insufficiently stamped on which a surcharge has been made and payment demanded. It is against human nature to be anything but pleased. If the offending mis-site is from a friend the imp of unkindness within us at once suggests that the omission has been deliberately or carelessly made. If from a business house, contempt for the intelligence of that house or the mail clerk or office boy proceeds as a matter of course. A postal packet from America just to hand shows they manage things differently there. The envelope bears a rubber impression with the words:—"Returned for additional postage." The lynx-eye of a competent official has detected the insufficiency of the postage stamp on the envelope, but instead of noting that fact on the envelope, making the necessary record, and sending the packet on to its destination, there to be the centre of more attention, the rubber chop is put into operation and the offending missive returned to the source and found of its offending. The saving of time and trouble is obvious, to say nothing of obviating ruffled feelings, whilst an object lesson is given the person most concerned which cannot fail to inculcate the lesson of carefulness in the future. We commend the matter to those who preside over the destinies of our local post boxes.

Too Much Wetnursing.

The cowardly attack on Mr. Lo Cheuk-wai by an armed man and the three armed robbers on Saturday, provide further evidence—not that any was needed—that there are still a number of revolvers in the Colony for which no permits have been granted. Since the coming into force of the new law, whereby a severe penalty is provided in the event of conviction in cases of unlawful possession of arms, the authorities have given possessors of arms without a permit every facility to "decide them" at the police headquarters. It is quite evident that the policy of wet-nursing possessors of arms without a licence to one example, the eight oil tanks of the company at Kanagawa containing in all 50 million gallons of oil exploded *in toto*, thereby involving a loss of about 20 million yen, not taking into account the buildings and other property of the company. As the Kanagawa Branch of the company was conducting business extending over the whole Orient, including China and India, the present loss, if not remedied at once, will affect very severely the oil industry throughout the Orient; and, for this consideration, the head office in New York will take immediate steps for the prevention of such evil effects.

SOCIAL AND PERSONAL.

Major and Mrs. G. W. Olivetrona, of the Board of Conservancy Works of Kwangtung, returned yesterday from Peking by the s.s. "President Jefferson."

Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., who had the misfortune to break his collar bone on the polo ground when thrown from his pony last week, is progressing as satisfactorily as can be expected.

Commander M. R. T. Maxwell-Scott, D.S.O., has been appointed to the command of the river gun-boat "Tarantula," China Station. On taking over command of the "Tarantula," Commander Maxwell-Scott becomes senior naval officer on the West River.

Mr. Alfred Gascoyne Wise, LL.B., of Vauxhall, Camberley, Surrey, for some years Justice of the Supreme Court, Hongkong, who died on June 25, aged 69, left estate of the gross value of £26,145, with net personalty £23,650. The testator left £5 to each domestic servant (including his gardener, Charles Balston) of two years' service, and a further £5 to his wife. He directed his trustees to continue the payment of an annuity of \$120 to his former Chinese maid for her life.

Today's Poem.

(Peasant Poet.)
He loved the brook's soft sound,
The swallow swimming by,
He loved the daisy-covered ground,
The cloud-bedecked sky.
To him the dismal storm appeared
The very voice of God;
And where the evening rock was
Stood Moses with his rod.
And everything his eyes surveyed.
The insects in the brake,

That thorn in local motorists' sides, the junction of Garden and Queen's Roads, was the scene of a collision between a motor-car and a rickshaw at about 7.30 last night. As was only to be expected the man-power vehicle got the worst of the accident but neither the human beast of burden nor his fare was injured.

Were creatures God Almighty made
He loved them for His sake—
A silent man in life's affairs,
A thinker from a boy,
A peasant in his daily cares,
A poet in his joy.

—JOHN CHARE.

WEATHER CALENDAR.

OCTOBER 16.

1793. As the summer improves every day this autumn, I have just been at Cliveden, lest it should grow so hot that I should be tanned if I stayed till November.—Walpole.

THE ONLY WAY.

The only way to make up on the shortness of life is by adding to its quality.

SHADOWS BEFORE.

Coming Events Advertised in The Mail.

ENTERTAINMENTS.

October 16—Coronet Theatre: "The Prisoner of Zenda."

October 16—Star Theatre: "Frank Keenan in 'Hearts Afame."

October 16—World Theatre: "Hoot Gibson in 'Dead Game,'" also view of Tokyo after fire.

October 29—Theatre Royal: "Grand Violin Recital by Jascha Heifetz."

SOCIAL.

October 19—Hongkong Volunteer Defence Corps' third and final promenade Concert of the season.

November 2—Navy League Ball at City Hall, 9.30 p.m.

SPORT.

November 10-12—Hongkong Jockey Club's next Gymkhana.

PUBLIC AUCTIONS.

October 17—Lammert Bros. at "King'sclere," Kennedy Road, 2.30 p.m.

October 19—Lammert Bros. at their Sale Rooms, Duddell Street, the steamer launch "Peggy," 3 p.m.

October 19—Lammert Bros. at Messrs. Lapique & Co.'s offices, Queen's Building, 11 a.m.

October 20—Lammert Bros. at their Sales Rooms, Duddell Street, S.L. "Tonkinios," at noon.

MEETINGS.

October 19—Meeting of Creditors of the Hongkong Hide and Leather Co. Ltd. (in liquidation) at the offices of Messrs. Percy Smith, Seth and Fleming, 5 Queen's Road Central, noon.

LOCAL AND GENERAL.

Cable communication with Macao is interrupted.

There were on the truck yesterday, six crates all crowded so

badly that it took several hours to move the birds out into better accommodation. The crowding had been so bad that the top layer of the crates sagged on to the lower layer with the result that the fowls in the three bottom crates could not raise their heads. In one of the baskets which was 2 feet 6 inches across, 49 birds had been placed and two were crushed to death.

The first defendant who was the driver of the truck and the second defendant, the owner of the three

of crates, were each fined \$10. The third who was only a coolie was cautioned.

WANTON CRUELTY.

A FOWL CASE.

Wanton cruelty to several hundred fowls was revealed in a case

brought by Sergeant C. Barnshaw before Mr. C. D. Melbourne this morning when three Chinese were

charged with the grave offence of

removing the heads of the fowls.

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R. H. Y. CLUB.

ANNUAL MEETING HELD YESTERDAY.

COMMODORE D. K. BLAIR.

At the Club House, last evening, Hon. Mr. A. R. Lowe (Commodore) presided at the 19th annual general meeting of the Royal Hongkong Yacht Club. Mr. Lowe was supported by Mr. D. K. Blair (Vice-Commodore), Mr. D. L. Ralph (Honorary Secretary) and Mr. A. Ritchie (Honorary Treasurer) and other members of the committee.

In proposing the adoption of the report and accounts Mr. Lowe said the honorary secretary seemed to have spent quite a lot of time in the preparation of a report and accounts and the full report of the various Committees left little for him to say.

It was customary on these occasions for the Commodore to make a short survey of the past season's happenings and in looking back the predominating note was success. He did not claim it because it was his year of office, although he was glad it had so happened and felt privileged if he had assisted in the attainment of the Club's present happy position, but in all directions they saw more interest, keener competition, improvement in the standard of sailing and in rowing, more life in the Club house, and a new spirit of vitality all round which augured well for the future.

As always the Club's activities were cramped for lack of funds. The closest check had been kept on expenditure this year but subscriptions from all sources amounting to \$5,184.00 failed to cover general running expenses by nearly \$700, but in spite of this a small surplus was shown on the account. The obvious remedy was to rope in more members.

APPEAL TO MEMBERS.

There was a tendency for older members, when they had given up rowing or had tired of sitting in a small yacht with no wind or getting wet through too often, to withdraw not only from active interest in the Club but from membership altogether. More than 50 per cent. of the membership of the Club had changed during the last 3 years. Of course he knew it was inevitable out in the East, junior men in the bigger boats always being transferred, but it was all the more reason why the older members should support the Club.

No depreciation had been written off this year as, in the case of the building and fittings, with the continual rise in prices, they were already shown at a low enough figure. In the case of the boats and cars, (with the new boats so generously presented added to the fleet), this figure would probably be considerably increased. More than enough provision to meet all claims under this head was provided by the entrance fees, \$1,700, which were as usual, added to reserve and not treated as revenue. The Reserve Account now amounted to \$1,000 and could therefore provide any extraordinary depreciation if necessary.

As regards boats he would like to make special reference to the support the Club had received by the gift of the new boats referred to in the Rowing Report. It meant a lot to the Club for they could not in all fairness to the sailing members lay out a large sum in the purchase of a new fleet, and the outlook for the rowing section was very discouraging. With the new boats would come new members, a revival, he trusted, of "Hong" Races, and a further renewal of vitality.

INTERPORT HONOURS.

In a couple of weeks now their men in conjunction with the V.R.C. would be off to Shanghai to struggle once again with their northern friends for Interport honours. Mr. Donald Logan had been responsible for getting the crews together and he was sure they wished them success.

The Commodore called attention to the popularity amongst the more elderly though still growing members who had apparently got much pleasure under pleasant open air surroundings and derived much good from this form of Muller's exercise.

The duties appertaining to his year of office as Commodore were almost completed and he felt one of his last acts should be to thank all those who had done the work during the past season. He appreciated the work that they had all done, to which in no small measure must be attributed their present prosperity, and he was sure they were satisfied in seeing the Club so popular. He must, however, mention, the honorary treasurer, Mr. Ritchie. Members did not see or hear much of him, and when they did it was usually an account to be settled and thus they were inclined to be prejudiced. But the accounts were most important and required many hours of careful work which Mr. Ritchie had ungrudgingly given and he knew they joined him in an expression of thanks.

Then they had the honorary secretary, Mr. Ralph. He was full of energy which he has used with good effect in the interests of the Club and he trusted he would continue to carry on the good work.

Mr. C. McI. Messer seconded the proposal and it was carried unanimously.

COMMODORE BLAIR.

The Chairman then proposed that Mr. D. K. Blair be elected Commodore for the coming year. Mr. Blair had been with the club many years and had held practically every office except that of commodore. He had won races in all classes of sailing yachts. He taught him (the speaker) all he knew about sailing after beginning him into the mysteries and expenses. He was sure he would make a very successful Commodore.

The motion was seconded and carried with applause.

In reply Mr. Blair said he thanked them sincerely for the great honour they had conferred on him by electing him Commodore for the coming season and also the Chairman for the very kind references he had made.

His work in connection with the Club had been a labour of love. He could assure them it was only after heavy pressure and not without diffidence, humorously referred to by his friends as "hawering," that he consented to his nomination going forward because he recognized, and no member perhaps more acutely so, the great responsibilities of a leader of such a distinguished institution as the Royal Hongkong Yacht Club, combining as it did four different sections of sport and undoubtedly did in the Colony.

It had been his privilege and pleasure for a good number of years to be closely associated with the various past Commodores of the Club and to take a modest part in guiding its policy and preserving its identity as a sporting Club (especially during the Great War) when so many of the younger members were engaged in palling their weight at times in a boat with very little freeboard.

WEATHERING THE STORM.

With a greatly depleted membership and the highly necessary calls of the Government on the time of those remaining for the defence of the Colony, the somewhat long distance of the Club House from the centre of the City, and a natural reluctance on the part of citizens to engage in any sport whatsoever during that long period of 5 years, the financial outlook was none too rosy and the Club was only held together through the success of a scheme evolved by their modest old friend, Mr. Carpenter.

Mr. Carpenter conceived the idea of admitting certain approved non-members of the Club to the swimming section against a fee of \$12 for the summer months—a privilege which was readily taken advantage of owing to the fact that launches were not permitted outside the swimming section, combined with the generosity of Mr. Smyth, enabled them to weather the storm.

The Commodore at the time would have been quite helpless without the sympathetic co-operation of the few members remaining in the Colony. The combined efforts of that handful of enthusiasts were reflected in the sound financial position of the Club to-day, and it was only by the continued enthusiastic co-operation of members that as their new Commodore he could hope to pull off a successful season. He knew he could rely on the assistance of all of them to maintain the dignity and prosperity of the Yacht Club, second to none in the Empire, outside the British Isles. He did not know of any other port having such a large fleet of racing yachts.

They had a Rowing Section now happily well equipped with boats, oars and oarsmen and he felt confident that their representatives at the forthcoming Interport contests to be held at Shanghai would do them credit.

FAIR WEATHER AHEAD.

The swimming section carried on without much supervision but they had a growing and enthusiastic band of bowlers, consisting principally of older members of the Club who find time to hold their own with the older Bowling Clubs of the Colony.

He felt he had been put in on a good wicket or rather in fair weather, but he was sensible of the fact that he could only keep his end up or rather keep the boat steady with the cordon of friends and supporters around him who had assisted their late Commodore, during the past season.

He would have loved to have seen Mr. Lowe continuing in office because he knew he would dearly like to, but as he had intimated that he would be going home on furlough before the season ended and as the year ahead might complete any further usefulness he (the speaker) might be to the Club it gave him great pleasure to accede to their wishes to be their Commodore.

Following the example of many distinguished predecessors he would do everything possible to forward the interests of the Club, so dear to him, and he thanked them for placing their confidence in him. (Applause).

COMMITTEES.

The following officers were then elected:

Vice Commodore, Captain T. Arthur.

Yachting Committee, Commodo-

Rowing Committee, Messrs. E. W. Carpenter, R. Moncrieff, D. C. Logan, O. S. G. Sheppard, W. R. Andrews and A. W. Robson. Hon. Sec., Mr. D. L. Ralph and Hon. Treasurer, Mr. A. Ritchie.

Mr. A. R. Lowe then moved alterations in the sailing rules of the Club and these were explained by Mr. Rouse. Some discussion followed and the amended rules were adopted.

On matters arising out of the report, Mr. G. G. Franklin said he considered that it would be impossible to train young oarsmen until the Club possessed a tub pair built specially for training purposes. He did not think that they could be constructed locally because no one was likely to have the correct dimensions. Such a boat would have to be made in England. At the moment the Club had no boats in which beginners could go out in.

Mr. Blair: I will see that the Club has the boats.

A vote of thanks to the retiring Captain, moved by Capt. T. Arthur, brought proceedings to a close.

LINCHENG AFFAIR.

PEKING REPILES TO NOTE.

PEKING, October 15.

The Chinese further reply to the Linchong Note agrees with the principle of inclusion of supplementary indemnities, and reserving till later a discussion of the nature of these amounts and the reasonableness of the amounts.

TUCHUN OF SHANTUNG.

Acting upon a report by the War Ministry, the Government have issued a Presidential Mandate reviving Tien Chung-ku of his post of Tuchun of Shantung, who was the fourth official named in the Diplomatic Body's Note. The others have already been punished.

RAID ON TIENTUNG.

Since the receipt of the Note from the Diplomatic Body, the Government have issued instructions to the provincial authorities to redouble their efforts towards bandit suppression.

Regarding the policing and the protection of the principal railways, the Government, without committing themselves to any scheme or schemes to be submitted by the Diplomatic Body, fully appreciate the interest of the Diplomatic Body in this problem, and they express their readiness to collaborate.—*Reuter*.

CHINA'S PRESIDENT.

TSAO KUN HOLDS RECEPTION.

PEKING, October 15.

Mr. Yoshizawa, Japanese Minister, did not present his credentials this morning, as his amended credentials had not arrived, but he accompanied the other Ministers, who called on President Tsao Kun this morning.

His Excellency J. Batalla de Freitas (Deputy of the Diplomatic Body), on behalf of his colleagues, congratulated President Tsao Kun and assured him of the unanimous desire of the Powers to collaborate with him for the prompt establishment of unity, peace, security and order in China.

President Tsao Kun replied, thanking and assuring them that he would strive for the ends mentioned, and in developing friendly relations with the Powers.—*Reuter*.

MISSIONARY CAPTIVES.

REPORTED RELEASE OF LADIES CONFIRMED.

PEKING, October 15.

The Honan Tuji, Chan Fu-lai, wired to the Waichiaopu last night stating that he has received an unconfirmed report that his troops have defeated the bandit chief Fan, the terrible, after a hard fought three days' battle, and rescued Misses Darroch and Sharp. The Waichiaopu had not yet received confirmation this morning.—*Reuter*.

Note: A *Reuter* message received from Peking this morning, states that it appears both ladies have been rescued, and are on their way to Kaifeng.

REMARKABLE FILM OF THE GREAT DISASTER IN JAPAN

IN 2 PARTS

SHOWING THE TERRIBLE DAMAGE CAUSED BY EARTHQUAKE, FLOOD AND FIRE.

SEE IT

at the WORLD Theatre at 6.15 p.m. and 9.15 p.m.

MONDAY and TUESDAY.

TO-DAY'S NEW ADVERTISEMENTS.

THE HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 31st day of OCTOBER, 1923, at 11.30 o'clock in the forenoon for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:

That the name of the Company be changed to "THE HONGKONG AND SHANGHAI HOTELS, LIMITED".

SHOULD THE ABOVE RESOLUTION be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting to be held at the Hongkong Hotel, Pedder Street, aforesaid on SATURDAY, the 17th day of NOVEMBER, 1923, at eleven o'clock in the forenoon for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 16th day of October, 1923.

BY ORDER OF THE BOARD,

WALTER J. HAWKER,
Secretary.

OBITUARY.

MRS. B. L. FROST.

G. R.

NOTICE.

COLONIAL SECRETARY'S DEPARTMENT.

ATTENTION is drawn to the Agreement recently concluded between His Britannic Majesty's Government and the German Government relating to the payment out of the proceeds of liquidation of German property in China of the following classes of debts due from German to British nationals, viz.: debts payable before the war or arising out of pre-war contracts and transactions, and due:—

(a) From German nationals resident or branches of German businesses nationals wherever resident, or

(b) From German nationals wherever resident to British nationals resident or branches of British businesses operating in China at the time when the debt was contracted.

Debts falling within the scope of Article 296 of the Treaty of Versailles, and consequently due for settlement through the Enemy Debts Clearing Offices, are excluded.

British nationals are hereby notified that if they desire to take advantage of this agreement, they must file their claims not later than 31st October 1923 with the Felti in China, (c/o H.B.M. Consul-General, Shanghai, China) to whom they should apply at once, stating the name of the debtor and the amount of the debt, for the form of proof of claim.

A. G. M. FLETCHER,
Colonial Secretary.

Hongkong, October 12, 1923.

WORLD THEATRE

Commencing Wednesday

MAE

MARSH

in

"THE LITTLE 'FRAID LADY"

A ROBERTSON-COLE SUPER-SPECIAL WHICH MARKS THE LONG-AWAITED AND MUCH-DEMANDED RETURN OF MISS MARSH TO THE SCREEN IN

ADMISSION - - \$1.

Tickets obtainable at ANDERSON MUSIC CO. and VOLUNTEER HEADQUARTERS.

ALL HER

WHIMSICAL BRILLIANCE

ENGLISH MADE FOOTBALL BOOTS.

\$9.50, \$12.50, \$16.50 per pair.

THE
McGREGOR
SPECIAL CLUB DISCOUNTS

SHILLOCK FOOTBALLS.

From \$8.50 to \$15.00 complete.

SPORTS DEPARTMENT.

LANE, CRAWFORD, LTD.

THE MUSIC of

"YES! WE HAVE NO BANANAS"

YES! we have no bananas; we have no bananas to-day.

This song isn't pretty,

But still it's a ditty,

That grows on you day by day,

And you can all do something for us

Just join in the chorus.

YES! we have no bananas; we have no bananas to-day.

AT

ANDERSON'S

WINTER IS COMING!—

IF YOU NEED A DEPENDABLE RUBBER HOT WATER BOTTLE.

CALL & INSPECT OUR STOCK.

THE CHINA DISPENSARY.

82, QUEEN'S ROAD CENTRAL.

HONGKONG DOLLAR DIRECTORY

IS NOW ON SALE

AT THE OFFICES OF THE PUBLISHERS,

5, WYNDHAM STREET, HONGKONG,

HONGKONG, CANTON & MACAO STEAMERS.

ONE SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings to Canton daily at 8 a.m. and 10 p.m. (Sundays 9 p.m. only). From Canton daily at 8 a.m. and 5 p.m. (Sundays 6 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings to Macao—Daily at 8 a.m. and 2 p.m. (SUNDAYS 9 a.m. only). Sailings from Macao—Daily at 8 a.m. and 2 p.m. (SUNDAYS 4 p.m. only).

Further information may be obtained at the Company's Office, 4a Des Voeux Road Central, Macao, Tung Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.
NEW YORK BERTH

FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "SURUGA" Sailing on or about 23rd Oct.

S.S. "BOLTON CASTLE" Sailing on or about 12th Nov.

LLOYD TRIESTINO

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS.

ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

FOR SHANGHAI, YOKOHAMA AND KOBE.

S.S. "FUME L" Sailing on or about 2nd Nov.

S.S. "DUCHESS OF ASTORIA" Sailing on or about 2nd Dec.

FOR BRINDISI, VENICE, AND TRIESTE,

VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "VENEZIA" Sailing on or about 2nd Nov.

S.S. "FUME C" Sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOTT" Sailing from Calcutta on or about 1st Dec. from Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

*This steamer carries freight only.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

—Tel. Central 1030.

U. D. IX.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez and Port Said.

PARIS MAKU

LONDON MARU

RODE JANEIRO, SANTOS, BUENOS AIRES, VENEZUELA, SINGAPORE, COLOMBO, DUTCH & CAPEPORTS.

CANADA MARU (Calls at Montevideo) Friday, 2nd Oct.

BOMBAY via Colombo.

HIMALAYA MARU

SATURDAY, 20th Oct.

ALTAY MARU

Wednesday, 24th Oct.

SAIGON, BANGKOK & SINGAPORE

BUSHO MARU

Thursday, 1st November.

CALCUTTA (Calls at Colombo)

MELAKA MARU

VICTORIA, SEATTLE, TACOMA & VANCOUVER via SINGAPORE, Japan Ports.

MANILA MARU

Friday, 19th Oct.

ALABAMA MARU

Wednesday, 21st Nov.

NEW YORK via Japan port, San Francisco and Manila.

HAIKU MARU (Calls at Valparaiso and Nagoya)

Beginning of November.

JAPAN PORTS (Calls at Nagoya, Valparaiso and Nagoya)

AMERIK MARU (Calls at Shanghai) Thursday, 25th Oct.

ARGUN MARU

Sunday, 29th Oct.

ERKUNO (Calls at SWATOW & AMoy)

SUMA MARU

Wednesday, 17th Oct. at 8 a.m.

RAJO MARU

Sunday, 21st Oct. at 10 a.m.

TAHO (Calls at SWATOW & AMoy)

Thursday, 28th Oct. at 8 a.m.

TARAC (Calls at KELUNG & HATAYA MARU)

Saturday, 3rd Nov.

For further particulars please apply to—

OSAKA SHOSEN KAISHA.

K. SHIMA, Manager.

Tel. Central No. 4090.

BOSTON & NEW YORK.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN SS. CO., LTD. & CHINA MUTUAL SS. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL SS. CO., LTD.)

SAILINGS FROM HONGKONG.

S.S. "ALCINOUS" via Suez Canal, 25th Oct.

S.S. "CITY OF ORAN" via Suez Canal, 6th Nov.

S.S. "REUVER" via Suez Canal, 16th Nov.

S.S. "AJAX" via Suez Canal, 25th Nov.

Steamers proceed via Suez Canal or Panama Canal as Owners' Option.

Subject to change without notice.

For freight and particulars apply to—

GUTHRIE & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON HOLYOAK MASSEY & CO., LTD. CANTON.

TARAC (Calls at KELUNG & HATAYA MARU)

Thursday, 28th Oct. at 8 a.m.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Sheet Plates, Angles and Bars.

Also Shipbuilding Articles.

Telephone No. 1124. 14, Wing Wo Street, Central.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Slipways and can accommodate any

craft of 200 feet long.

Town Office: 4th, Connaught Road Central, Hongkong. Tel. Central No. 439.

Shipped: 1 Shum-Sui-Po, Kowloon, Hongkong. Tel. Kowloon No. 9.

Estimates furnished on application.

Hongkong, April 1, 1912.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

HONGKONG TO England, NORMANDY & QUEBEC

VIA SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC

From Vancouver, Due Hongkong, 22nd October

Oct. 25 Nov. 12 Minnedosa, Due Hongkong, 21st November

E/Asia Nov. 17 Dec. 3 Melita, Due Hongkong, 20th November

E/Canada Nov. 29 Dec. 17 Marquette, Due Hongkong, 19th November

E/Russia Dec. 21 Jan. 9 Marquette, Due Hongkong, 18th November

E/Australia Dec. 21 Jan. 9 Marquette, Due Hongkong, 18th November

E/Asia Jan. 10 Feb. 7 Manitoba, Due Hongkong, 17th November

E/Canada Jan. 10 Feb. 7 Manitoba, Due Hongkong, 17th November

E/Asia Jan. 13 Mar. 31 Montrose, Due Hongkong, 16th November

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allocation of Cabin or Atlantic steamers held here and through tickets issued.

Early reservations necessary.

Three Trans-continental Trains Daily.

Standard Sleepers Cars, Compartment & Drawing-Rooms.

Canadian Pacific Hotel at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office.

Passenger Department Telephone 732 Cables "GAGANPAO".

Freight and Express Telephone 42 Cables "NAUTILUS".

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW.

AND REVERSE.

(Operating 8 to 10 Days)

SHAMPOO CAPTAIN LEAVING.

HAIFONG | Capt. W. O. Passmore. | FRIDAY, 10th Oct. 12 Noon.

HAIFOONG | Capt. Ellis Walker. | TUESDAY, 23rd Oct. 1st p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

THE ADMIRAL LINE

SEATTLE & VICTORIA

SHANGHAI, KOBE, YOKOHAMA

SPECIAL REDUCED RATES TO EUROPE.

PRESIDENT JEFFERSON (For Seattle) Oct. 26th

(Sailing Every 12 days)

MANILA SERVICE: Oct. 18th

PRESIDENT JEFFERSON Oct. 26th

PRESIDENT GRANT Oct. 26th

ADMIRAL ORIENTAL LINE, I. K. & Shanghai Bank Building.

CANADA

CANADIAN NATIONAL RAILWAYS

Attention of intending travellers is directed to the New Route available for their journey across Canada. Trains pass through new scenery of real grandeur and permit the most beautiful parts of the famous Rocky Mountains to be viewed in daylight.

The Canadian National Railway is the World's Largest Railway System, 22,475 miles, serving every city of importance in Canada and many in the U.S.A. New coaches, equipped with every device for comfort and safety, ensure service gratifying to the highest degree.

Complete information and booklets furnished.

Through Bookings—Any Steamship Line

Every convenience provided.

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(Separate and Distinct from the C.P.R.)

QUEEN'S BUILDINGS, NO. 3, CHATER-ROAD.

HONGKONG. TEL. C. 2004.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Mars" Due Hongkong, 22nd October

U.S.S. "West Cactus" Due Hongkong, 26th October

OCEAN ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO OF WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINT.

TO SINGAPORE

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
GERTS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS.
RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S	Tons	From Bengal (about)	Destination
"SOUUDAN"	6,696	17th Oct.	Spore, Penang, Collo & Bombay.
"KARMALA"	9,098	19th Oct.	At Nankin, Kanchow, Yatshing, Haikow, Tsinan, Kuijow Maru, Liangchow, Kwangtung, Haifong, Tsinan, Soshu Maru.
"CALEDONIA"	7,632	2nd Nov.	At 4 p.m. Bays, Miles, Gib, Ldon & A'warp, Marseilles, Ldon & A'warp.
"NELLORE"	6,853	5th Nov.	Singapore, Penang, Collo & Bombay.
"SICILIA"	6,813	11th Nov.	Marseilles, Gib, Ldon & A'warp.
"MALWA"	10,941	1st Dec.	Singapore, Penang, Collo & Bombay.
"NYANZA"	7,623	24th Nov.	Marseilles, Ldon & A'warp & Ruman.
"KALYAN"	9,062	30th Nov.	Marseilles, Ldon & A'warp.
"SOUUDAN"	6,696	13th Dec.	Spore, Penang, Collo & Bombay.
"DEVANHA"	6,692	14th Dec.	Marseilles, Ldon & A'warp.
"KAISAR-I-HIND"	11,439	29th Dec.	Bays, Miles, Gib, Ldon & A'warp.

1924

"KHIVA"	9,097	11th Jan.	Marseilles, and London Via usual Ports of Call
"MAGEDONIA"	11,439	25th Jan.	do.
"KASHGAR"	8,440	1st Feb.	do.
"MOREA"	10,011	22nd Feb.	do.
"KARMALA"	9,098	5th Mar.	do.
"NALDERA"	15,393	21st Mar.	do.
"DELTA"	8,197	4th Apr.	do.
"CHINA"	7,623	13th Apr.	do.
"KALYAN"	9,062	2nd May	do.
"KASHMIR"	8,660	10th May.	do.

BRITISH INDIA-APCAR SAILINGS (South)

"TORILLA" 6,291 14th Nov. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S	Tons	From Bengal (about)	Destination
"ST. ALBANS"	4,500	3rd Nov.	Manilla, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	1st Dec.	do.
"ARAFURA"	6,690	5th Jan.	do.

Frequent connections from Australia with the following:-

The Union B.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"CALEDONIA"	7,623	14th Oct.	Shanghai.
"JAPAN"	6,062	21st Oct.	Amoy, Shantung and Kobe.
"NYANZA"	7,623	25th Oct.	Yokohama, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai.
"DEVANHA"	8,192	3rd Nov.	Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.
"KALYAN"	9,062	17th Nov.	Shantung, Moji & Kobe.
"SOUUDAN"	6,696	30th Nov.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passenger for Rangoon must defray their own Hotel expenses at Singapore, while waiting for the on carrying steamer.

1st Saloon Passengers may travel by B.L.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

FARES FOR PUBLIC VEHICLES.

PASSENGERS.

ARRIVALS.

For P. & O. s.s. "Soudan" on Oct. 14th - Mr. J. F. Johnson, Mrs and Miss Suttor, Mr. A. C. Mackay, Mr. Tong Chin Sun, Mr. Liang Wan Yu, Miss and Miss Purdie.

For B. L. s.s. "City of Karachi" on Oct. 14th - Miss E. M. Bellis, Mr. H. Hewitt, Mr. and Mrs. A. F. Jones, Miss E. Lennox-Paterson, Mr. and Mrs. Nelson, Mr. R. P. Shaw, Mrs. G. Vicker and Mr. Vickers.

DEPARTURES.

For P. & O. s.s. "Kalyan" on Oct. 15th - Lt. R. J. Walker, R.N., Lt. Jefferson, Mrs. A. E. Leathers, Mr. L. G. Green, Mr. and Mrs. L. Plummer, Mr. E. J. Green, Mr. W. Whitehead, Miss E. Laverne, Miss Linstrum, Miss C. Knox, Mr. F. Birr, Mr. and Mrs. J. Ottosson, Miss J. A. L. Gutteridge, Mr. Thompson, Mr. Tulip, Mr. and Mrs. J. Hutchinson, Mr. and Mrs. E. S. Grant, Miss D. S. Lethes, Miss E. B. Smith, Misses A. S. Murch, Mr. R. S. Mansfile, Mr. W. Winder, Miss Hoglander, Miss Hoglander, Miss D. Pearce, Miss F. Bird, Miss J. Holt, Mr. Ober, Mrs. F. E. Pyke, Mr. Van Brad, Mrs. Broadbent, Mr. Vaux Mr. Coughlin, Mr. Clark, Miss E. Sandberg, Miss M. Aitken, Mr. H. Jackson, Miss A. Ellason, Mr. M. Grips and Mr. Transfield.

Diphtheria - How It May Be Avoided.

Diphtheria is usually contracted when the child has a cold. This cold prepares the child's system for the reception and development of the diphtheria germs. When there are cases of diphtheria in the neighborhood, children that have colds should be kept at home off the street until they are well.

With 2 Scars With 4 Scars.

Ten minutes..... 10 cents..... 20 cents
Quarter hour..... 15..... 30
Half hour..... 25..... 40
One hour..... 35..... 60

Every subsequent hour..... 35..... 40

1/2-Hour District..... 35..... 40

With 2 Scars With 4 Scars.

Ten minutes..... 10 cents..... 20 cents
Quarter hour..... 15..... 30
Half hour..... 25..... 40
One hour..... 35..... 60

Every subsequent hour..... 35..... 40

1/2-Hour District..... 35..... 40

With 2 Scars With 4 Scars.

Chamberlain's Cough Remedy and they will not have to remain at home longer.

It also cures out the croupy beds which form in a child's throat when it has a cold, and minimizes the risk of contracting infectious diseases. For sale by all Chemists and Storeskeepers.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE.

CHINA COAST, ETC.

SWATOW.

COLUMBIA PACIFIC SHIPPING CO.

(Operating United States Government Ships).

CONSIGNEES

COLUMBIA PACIFIC SHIPPING CO.

(Operating United States Government Ships).

From PORTLAND, ORE., JAPAN PORTS, ETC.

THE Steamship

"MONTAGUE"

having arrived from above ports, Consignees are requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery from steamer by 9th October, 1923, will be landed into the hazardous and/or non-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at consignees' risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson & Ashe (Marine Surveyors) at the godowns on 15th October, 1923, at 10 a.m.

No claims will be admitted after the goods have left the steamer or godowns, and all goods remaining undelivered after 15th October, 1923, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before 22nd October, 1923, or they will not be recognized.

No Fire Insurance whatever will be effected.

ARNHOLD & CO., LTD., Agents.

Hongkong, 9th October, 1923.

HAMBURG-AMERIKA LINE.

THE Motorship or Steamship

"HAVELLAND"

having arrived, Consignees of cargo by her are hereby notified that all goods are being landed at their risk, into the hazardous and/or extra-hazardous Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., whence and/or from the Wharves, delivery can be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 15th October, 1923, will be subject to rent.

All claims must reach us by 22nd October, 1923, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on 15th October, 1923.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by

ARNHOLD & CO., LTD., Agents.

Hongkong, 9th October, 1923.

INDIAN PORTS, ETC.

CALCUTTA.

COLUMBIA PACIFIC SHIPPING CO.

Through Bills of Lading issued to all Oil and Common Ports in U.S.A. & Canada.

Through passage rates to Europe in America.

I.Y.O. MARU..... Sunday, 14th November.

SHIIZUKA MARU..... Sunday, 20th November.

MARSELLES, LONDON & ANTWERP via Singapore.

HAKUSAN MARU (new steamer)..... Monday, 22nd Oct., at 4 p.m.

KITANAN MARU..... Thursday, 1st Nov.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU..... Sunday, 7th Nov.

LIVERPOOL via MARSEILLE & CALCUTTA.

LYONS MARU..... Wednesday, 31st October.

SYDNEY & MELBOURNE via Manila &c.

YOSHINO MARU..... Friday, 19th Oct.

MISHIMA MARU..... Friday, 2nd November.

AKI MARU..... Wednesday, 14th Nov.

NEW YORK and/or BOSTON via PANAMA.

TAKETOTO MARU..... Thursday, 1st November.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU (Calling Daigo Bay)..... Saturday, 27th October.



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LETTERS.

The following interesting letters appear in a recent issue of the *Times Literary Supplement*

THE STORY OF LORD JIM.

Sir.—I have been an admirer of Mr. Conrad ever since, on its first appearance, Mr. T. P. O'Connor made "Almayer's Folly" the "Book of the week". Your correspondent's account, in *The Times Literary Supplement* of August 30, of the history of Mr. Conrad's books attracted my immediate attention, especially what he says about the origin of early books which deal, or seem to deal, with people and places in the Far East, and notably Malaya and the Dutch Indies; and with your permission I should like to say something in regard to two statements. Writing of "Lord Jim," he says, "The Patans, where he worked out his salvation, was assumed to lie on the south coast of north-west Sumatra, and Stein's villa was outside some town of northern Java." The italics are mine. Summing up his article your correspondent writes, "It is this sense of contact with life that gives to his pages the feeling that that things happened so and not otherwise."

I am far from any means of reference to books or documents, and in what follows I am trusting to my memory, but the facts are easy to verify.

I assume that your readers know the story of "Lord Jim." It interested me greatly because I knew the facts and was in the East when they occurred. The tale—far from pretty—was very briefly this. An Arab in Singapore, named Seyid Muhammad Alisagoff, a rich man, was the principal owner of a pilgrim steamer named, I believe, the "Jeddah." She carried pilgrims from Singapore and the Dutch Islands to Jeddah and back. She was old, heavily insured, and the master was a part owner. She left Singapore with about 900 pilgrims, and when in the Arabian Sea, in heavy weather, the master and all the officers except one, I think the second mate, abandoned her in the darkness of night and left the pilgrims to their fate. The one officer left behind—Lord Jim of Mr. Conrad's story—was so left because he was not quick enough to get into the boat or boats with the other deserters. They pulled away and reached Aden, where they reported that the steamer had gone down with all the pilgrims. A ship belonging to the Ocean Steam Navigation Company, commonly called the Blue Funnel Line sighted the "Jeddah" wallowing in the trough of the sea, sent

some officers on board, got the crew and pilgrims to the pumps, cleared the water, lighted the fires and navigated the "Jeddah" into Aden, where an inquiry was held by the harbour authorities. Subsequently a longer inquiry was held in Singapore, and in the course of time I read these voluminous records. The master got away out of jurisdiction, but "Jim," the hero of the story, was taken to Singapore where he found work in a ship chandler's store, grew fat and prospered. That was how he really "worked out his salvation."

When pilgrims from Malaya and the Archipelago used to start for the Hejaz, it was recognized that the chances of falling by the way—at sea or crossing the desert from Jeddah to Mecca and back again—were so great that it was the custom for every pilgrim to provide himself with a winding sheet in which to be buried, should he meet with death. In reading the evidence given to the harbour authorities it was stated that when the pilgrims found they had been abandoned by the master of the s.s. "Jeddah" and all the officers except Jim, and when they realized their desperate situation, they all left the decks for a while and then reappeared clothed in their winding sheets. Out of the hundreds of pages of evidence that fact seized my imagination: a waterlogged ship, pitching and rolling in a heavy sea, the passengers deserted by all those responsible for their safety—except Jim—and then silently the decks covered by 900 figures, wrapped in white grave-clothes, waiting for their doom. I felt sure, too, that if Mr. Conrad had known of this incident he would not have omitted to mention it. The point, however, is the "salvation" of Jim.

Yours faithfully,
FRANK SWETTENHAM.

THE WHEELWRIGHT'S SHOP.

Sir.—In your issue of June 14, a correspondent refers to the survival in Italy of the old method of marking a plank for sawing. It may interest him and possibly others to know that the Chinese carpenter of to-day still uses the same method. (I cannot pretend to say for how many thousands of years he has done the same!) They, however, do not use chalk and bowl of red pigment; the string is wound on a reel fixed in a box some eight inches in length, and drawn off to the reel by a handle at the side. I give these details to show that in this the Chinese (as so often) were once ahead of their European brethren.

FRANK L. NORRIS.
(Bishop.)
Church of England Mission,
Peking, North China.

ROAD TRAFFIC PROBLEMS.

"A SIX-WHEELED OMNIBUS."

Sir Sam Fay, the president, was in the chair at the concluding session of the Institute of Transport conference at Sheffield when Mr. A. Dryland, county surveyor of Middlesex, spoke on some comparisons of British and American methods in road construction and maintenance.

In the discussion Sir Sam Fay said he thought a very great increase in road traffic might be looked for. That, he believed, would be a great advantage to the public. His own experience was that a good deal of traffic was taken by the railway companies which did not pay them a cent and which it would be to the benefit of the companies if they never saw.

Mr. Sharpnell-Smith, British Automobile Union, alluding to potholes in roads, described them as the disease of the highways. He had often wondered why road surveyors did not organise something in the nature of a flying squad like Scotland Yard possessed, equipped with a small outfit to deal with the potholes and repair them. Mr. E. S. Rayner, general manager to Hull City Tramways, in a paper on tramways from a traffic point of view under existing conditions, raised the whole question of road transport difficulties. It was, he said, a fallacy to think that danger and congestion only arose from fast-moving vehicles. The slow, halting man or lorry was the prime cause for the overtaking and passing of vehicles and the consequent congestion in our streets. "In my opinion," he added, "the time is coming, if it has not already arrived in some of our cities, when a definite speed will have to be maintained in certain streets and only vehicles capable of attaining that speed allowed to use them, at any rate at certain times of the day, and the overtaking and passing of vehicles prohibited." If overtaking and passing were eliminated the long-distance traffic in either direction and traffic that had to cross the road and turn to the right would keep to the centre, and traffic which intended turning to the left would keep to the outside berth."

Mr. Rayner pointed out that the speed of the London County Council tramways was 9.29 miles per hour, as compared with eight and a half miles per hour of metropolitan omnibuses.

Mr. Sharpnell-Smith said he believed that in the future there would be six-wheeled omnibuses.

WHO WON?

I do hate people who always ask you, "Who won?" whenever you come back from a game of tennis. What does it matter who won? One play for the sport of the thing.

Recently, when I returned from the courts, my brother accosted me with the inevitable question. "Hallo! Who won?" "George did," I answered. "He's playing awfully well," said my brother.

Then my mother came into the room.

"Been playing tennis, dear?" she asked shrewdly, seeing my racket in my hand. "Who won?" "George," I replied.

"Oh, well, never mind," she said. I didn't mind. Why should I? The next person I bumped into was Uncle Bill.

"Saw you slushing tennis balls as I motored past the courts," he announced. "Who were you playing against?"

"George," I said, and began to go. "But he was too quick for me." "George, eh? D'ye mean young Poulton?" I nodded. "And did you beat him?"

"No. He beat me."

I escaped to my room, and found my young nephew washing his face.

"Sorry," he piped, "but someone's in the bathroom."

"All serene," I said.

"Been playing tennis?" he piped on.

"Yes. Hurry along, there. I want to change."

"All right. Half a jiff. Who won?"

"George did," I said, and kicked him out.

I changed to plus fours, and over tea a visitor asked me if I'd been playing golf.

"No," I answered, triumphantly.

"But, surely you've not been indoors all this glorious afternoon?"

"Why should I have been? I eyed him warily."

"No," I replied. "Of course not."

"Lawn tennis is his game," said my ridiculous sister. "You were playing this afternoon, dear, weren't you?"

"I nodded miserably."

"And who won?" asked my sister and the visitor together.

"George did," I muttered.

I left the room. I changed back into my whites. I sought George, and asked him to play me again. He consented. An hour later, I returned home with a happy smile on my face.

And not a blessed person asked me a blessed question!

COOL GIRL AND INTRUDER.

"WATER BOTTLE AND FINGER PRINTS."

An unusual story of a polite burglar holding a conversation with a young woman in her bedroom was told to the Pontypridd magistrates when Ernest Francis Pitman, colliery labourer, of Porth, was charged with burglary in the residence of Mr. Hopkin Morgan, a local magistrate.

Miss Phyllis Morgan said she was disturbed in the early hours of the morning by the breaking of her bedroom door. She noticed a man at the foot of the bed. The intruder flashed a torch in her face and, commanding her not to make a noise as there were "three in the house all armed," he sat for a time on the bed, asking about money and jewellery, and made certain suggestions.

Saying he had given her a shock, Miss Morgan asked him to get her some water, and he handed her a water-bottle, which he afterwards placed on the floor, and, warning her not to give the alarm, he left the house.

The police were informed, and, taking possession of the bottle, which bore finger prints, they sent it to Scotland Yard.

A reply was received that the finger prints were those of Pitman, who was then in custody at Caerphilly. He was identified there by Miss Morgan.

Pitman was committed for trial at the assizes on this and on another charge of breaking and entering Pontypridd Workhouse.

Miss Morgan was highly complimented by the Bench on her coolness and courage.

DOMESTIC LITERATURE.

A contemporary declares that it is up to our novelists to help in the solution of the servant problem by emphasising the romantic possibilities of domestic service. We accordingly hasten to give a few specimen preliminary notices of future novels.

In "Cora's Career" Mr. Gushington Geyser makes a new departure, no character in the book enjoying a higher social rank than second cousin to an O.B.E. But it can safely be said that in "Cora, the cook-general, he has created the most fascinating of his long list of heroines. The chapter in which she recognises in the piano-tuner the long-lost son of the house, whose portrait she had lovingly dusted so often, will move even the most hardened reader, and her decision to continue her profession after their marriage is bound to be largely quoted in all future discussions of the vexed question of wives in business.

The day has long gone past when any heroine would swoon at sight of a burglar, but even to-day not many maidens could handle one so efficiently as does Mr. T. Quill Driver's Mary in the opening pages of "Honourable Service." This story of the reforming effect of a sweet woman's influence is certain to be popular, and few readers will be able to put it down before the last chapter, in which Mary receives as a wedding present from her grateful employers the carpet beater with which she reform was effected.

No lover of a stirring detective story can afford to miss "The Mystery of the Cupboard Under the Sink," The way in which Theresa, the twenty-one maid, without in any way neglecting her other duties, solves the problem that has baffled the entire strength of Scotland Yard, Pinkerton's Agency and the junior reporter of the *Little Sapsey Sentinel* makes up an enthralling narrative as we have never seen.

"George," I said, and began to go. "But he was too quick for me." "George, eh? D'ye mean young Poulton?" I nodded. "And did you beat him?"

"No. He beat me."

I escaped to my room, and found my young nephew washing his face.

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LORD DUNEDIN.

"WEDDING IN PRIMATE'S TINY CHAPEL."

The marriage of Lord Dunedin, Keeper of the Great Seal of Scotland, and Miss Jean Elmslie Findley, Director of Scottish Taxis under the Treasury, will take place in the private chapel of the Archbishop of Canterbury, in Lambeth Palace.

The chapel, which is only occasionally used for the purpose, is not licensed for marriages, and a special licence, costing £25, has to be obtained from the Primate.

It is very small, and only intimate friends of the bride and bridegroom will be able to gain entrance.

Lord Dunedin is one of the most distinguished judges in Scotland. He is 73, while his bride is 36. He met Miss Findley while she was working in the Scottish Savings Department.

"George did," I muttered.

I left the room. I changed back

into my whites. I sought George, and asked him to play me again. He consented. An hour later, I returned home with a happy smile on my face.

And not a blessed person asked me a blessed question!

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FARM BOY TO M. P.

SEVEN SHILLINGS KEPT SIX PEOPLE.

Although the wages of farm labourers are low enough to-day, they would have been regarded as very high by the land workers of a generation or so back.

The father of Mr. George Edwards, O.B.E., who represented South Norfolk in Parliament up till the last election, was an agricultural labourer, earning no more than seven shillings a week.

On this meagre pittance he was supposed to feed, clothe and house six persons—himself, wife, and four children.

On his sixth birthday he boy George went to work. His job was to scare the crows from the growing corn. His wage was one shilling a week. His hours from daylight till dusk, Sunday included. It, worn out with the long hours, he fell asleep at his post, he received a sound thrashing from his employer and had two-pence deducted from his wages.

At twenty-two he married. He was then unable to read or write, having had no schooling whatever. His wife, however, possessed both these accomplishments, and during her husband's scanty leisure she taught him to read with the help of a hymn-book.

Once he had mastered the art of reading, there came the desire for books. But he had no money to buy any. So he gave up smoking, his only solace, and by this means in course of time he secured the necessary funds. The story of his struggles is told by Mr. George Edwards in his autobiography, "From Crow-Searing to Westminster."

The knowledge thus gained enabled him to realise fully for the first time the terrible conditions of the life led by his class; and he set to work to try to better them.

As a start he founded the present Agricultural Labourers' Union, the first offices of which were in a back bedroom of his cottage. He was defeated in his first attempt to enter Parliament, but succeeded at the second attempt. In 1919 he was awarded the O.B.E., and in 1921 he was commanded to appear before the King, at whose request he told in detail the full story of his early struggles and privations, and the means he took to overcome them.

He was defeated in his first attempt to enter Parliament, but succeeded at the second attempt.

IDEAL WOMAN.
MRS. ROSITA FORBES'S DEMANDS.

What are the qualities which go to the making of the ideal woman? Controversy is raging round this question, which has been raised by the interesting competition for an ideal woman, arranged by the late Mr. Peter Mitchell, a wealthy stock-owner, of Albury, New South Wales, who left a fund for prizes for the woman who most nearly filled a number of conditions, which included the following:

Cheerfulness and brightness of disposition.

Ability to rear healthy children. Wide knowledge of English literature and the Bible.

Good horsemanship and swimming.

Knowledge of practical house-keeping and domestic economy.

Proficiency in first aid.

Discussing the question Mr. Rosita Forbes (Mrs. A. T. McGrath), the explorer, said:

"A man's ideal woman is one whom he can pick up and put down; a woman who dresses wonderfully on nothing at all; a woman who is quiet when he is depressed, and witty when he is witty; a woman who reflects, without distorting, his opinions.

My own idea of an ideal woman is a woman broad-minded enough to see many different points of view without losing sight of her own, a woman who can distinguish between events and incidents, a woman who has the courage to strike out a line of her own, who has the courage of her convictions, a woman with sympathy.

MAN-MADE INSINCERITY.

Women rely on their personal appearance to-day more than on their quality of mind. This is largely the fault of man. Woman is so adaptable that she is very much the product of her country and her environment. She is always what a man wants her to be.

Men of to-day make women insincere. They look always to the exterior and not to the interior. If a capable business woman wants to carry out a serious transaction with a man she has much more chance of getting what she wants if she wears a Paris hat and a well-powdered nose.

I am not sure that the ideal woman, from everybody's point of view, should not be complementary to man. You must have a head, and logically in a partnership between a man and a woman the head is the man, the wage-earner. There are 90 things a man does better and 10 things a woman does better.

The English woman is now to her emancipation. She has, as it were, to build again from the beginning. She has the opportunity of being nearer to the ideal woman than any woman in the world.

SCHOOL REPUBLIC.

States, cities or schools cannot exist without government of some sort, and the only question is as to who shall do the governing. Children do not usually think much about government. They know that they live in a republic but they seldom know much about it. Because they think so little about government, our schools are generally organised as absolute monarchies, where the Teacher makes all the laws. But in a school republic the pupils make the rules of conduct, and try any one their number who has broken one of them, and perhaps punish him. Such school republics are organised in several countries of the world, and more and more people are growing interested in them.

Grown people often complain of children and say that they do not control themselves. But are the children always to blame?

Children have very little practice in learning how to govern themselves. Some parents punish too little, and some too much. The same is true of teachers. Is it not just as important that our children should learn how to be citizens as it is that they should learn how to calculate percentages?

Why not organise the school as a school republic and allow the pupils to learn how to govern themselves?

Many people thought that the man who first suggested the idea had lost his wife. The man did not mind their laughter, and would not stop talking about his idea. At last he got the managers of some schools to try the plan. They allowed him to tell the children what he had in mind, and the pupils were eager to join with him when they heard the explanation.

A sort of constitution was drawn up, elections were held and government was organised. None of the dreadful things that the people had feared came to pass. The children took more interest in their school than ever before, had better lessons, and behaved much better. The teachers had an easier time, and the children were happier.

(From *The Book of Knowledge*.)

After reading the article of which the foregoing is an extract, the students of the Pedro Nolasco Commercial School elected a body of student officials to whom they have confided the duty of representing them in all internal and intercollegiate affairs, and

CONDUCTING 3,500 VOICES.
PREPARING FOR THE HANDEL FESTIVAL.

The first Handel Festival was held in the Crystal Palace sixty years ago. Since then it has been a three-yearly affair, save for a break in the war. And only three conductors have figured at the head of the giant forces assembled. Sir Michael Costa, succeeded in 1883 by August Manns, and Sir Frederic Cowen, who conducted for the first time in 1903.

The Festival is an essentially British function, for it is among British peoples that Handel's music is most highly esteemed. Lord Balfour, a great lover of Handel, has not missed a Festival for 50 years. He always occupies the same seat and attends every performance.

In round numbers there are present some 4,000 performers. Of these, about 3,500 are in the choir, and the remainder in the orchestra. The solo work is shared among some ten of the leading vocalists of the day.

500 SINGERS FROM YORKSHIRE.

The mammoth choir is mainly selected from the various Choral Societies in London and the suburbs. In bygone days, there were large provincial contingents.

Now, with the exception of 500 Yorkshire vocalists, famous for their robust tone, the choir is entirely metropolitan.

This change is largely due to the great development of open-air sports, which have tended to counteract the disadvantages of London life to the marked improvement of London voices. In technique and in sight reading also metropolitan choristers nowadays rank high.

In order to get the pick of these choristers, four supervisors are employed, to select sopranos, contraltos, tenors, and basses respectively. Naturally, there must be a backing of veterans, old campaigners, so to say, who have a record of Festivals to their credit.

A DELICATE TASK.

The supervisors have the delicate task of deciding which of these shall retire from, and which of new and eager aspirants shall enter, the Festival choir. It is not only a delicate, but a vitally important task. The success or failure of the Festival rests with the choir.

For economical considerations couple the number of rehearsals to be limited, so that it is only with choristers musically highly trained that success can be achieved under these circumstances.

There are only five rehearsals for the choir! These are held in Westminster Chapel, near Buckingham Gate, the one building in London where thousands of choristers could be massed for practice. At these rehearsals Sir Frederic Cowen has the invaluable assistance of Mr. Walter Hedges, the musical director of the Crystal Palace, who presides at the organ during the Festival, and on whom a great deal work devolves.

ONLY ONE GENERAL REHEARSAL.

There are also two rehearsals for the orchestra and the soloists. But the choir, orchestra, and soloists do not all three come together till the General Rehearsal on the Saturday preceding the Festival. This is open to the public, and used to be treated as a performance. But Sir Frederic Cowen now treats it as a genuine rehearsal, despite the presence of the public; and repeats any part of the programme which is not to his satisfaction. This doesn't happen more than two or three times in the course of the day. This year "The Messiah" is the only complete work to be given. The other days are devoted to selections. The reason for this is that "The Messiah" alone claims attention still as a whole. That remains the great magnet. Thousands attend a performance of it, who regard it as a religious function, and who never attend any other musical performance.

BIGGEST AIR BOMB.

MAKING A HOLE 20FT. DEEP.

Details of construction and of recent tests are now available concerning what is claimed to be the biggest type of bomb yet built for use in aeroplane, writes an air correspondent.

It was developed by the Aircraft Ordnance Department of the United States Army, weighs about two tons, and is 13 ft. long. Behind its steel nose it carries a load of nearly a ton of high explosive.

A big twin-engined bomber recently dropped one of these "demolition" bombs upon a wide open space of sandy soil, and its explosion threw up a column of earth 10,000 ft. The hole made was 64 ft. in diameter and 20 ft. deep.

Although the aeroplane was at a height of 4,000 ft. the air "bump" resulting from the explosion tossed it 20 ft. upward, but the pilot immediately regained control.

(From *The Book of Knowledge*.) After reading the article of which the foregoing is an extract, the students of the Pedro Nolasco Commercial School elected a body of student officials to whom they have confided the duty of representing them in all internal and intercollegiate affairs, and

SANCTA SIMPLICITAS.

[Professor Low, the well-known scientist and inventor, states that greatly simplified clothing would benefit the world.]

Dear me, Professor Low, considering you know a lot, This notion about dress is (please excuse me) simple rot. It's true that if you go to where athletic men resort.

You'll find him, ten to one, in simple tennis-shirt and shorts. But man's opinions on the point are neither here nor there, Dress always has been, always will be, women-folk's affair. Their taste is for the gorgeous, the distinctive, the ornate, Invariably "extravagant," and over up to date.

Eve's dress was simplicess itself, but that was long ago; To-day it wouldn't be approved by you, Professor Low, And as for Mrs. Grundy, she would noisily explode.

If confronted by a woman in a "simplic coat" of wood.

The police have to be reckoned with, and little vulgar boys Expert in many badinage which dreadfully annoys. While dressmakers and drapers wouldn't readily forgive Such a consumable "habit," for, of course, they've got to live.

We read that dusky beauties of the sunny South Sea isles Dress up in bits of coral, strings of beads, and winning smiles, And let it go at that. But they are living "near the line."

Where a "latitude" prevails that's not the same as yours and mine.

Just look in the shop windows, say of Bond Street, there you're faced With these "clicks" on the tickets, "Most Exclusive," "Very Chaste,"

Paris Model, "Latest Fashion, 'Chic,' but 'Simple?'" Oh dear, no!

That's a word which self-respecting window-dressers never show.

Simple hats and simple dresses can be bought, I understand, But the "simple" price with them goes very rarely hand-in-hand.

These "creations" as they're christened—have a comprehensive range.

Paradoxically offering a minimum of "change."

So, Professor, please let women go on dressing to attract simple men who foot the bills. And don't forget the simple fact That modern Eve—who studies quite a lot of fashion books—Even when she's simply dressed is not as simple as she looks.

PASSENGERS.

ARRIVALS.

Per A. O. L. as "President Jefferson" on Oct. 14.—Mr. and Mrs. Biggar, Miss Annie D. Shemack, Mother Mary Joseph, Miss A. Cogan, Mr. J. Oliver, Mr. A. E. Greenfield and Wife, Mr. Lo. Kyan Z., Mr. C. N. Ming, Mr. L. T. Fan, Mr. and Mrs. H. L. Schulz, Mr. C. H. Heseler, Miss Ulmer, and Sister, Mr. Evers, Mr. and Mrs. K. Kliney, Dr. and Mrs. I. C. Wooley, Mr. G. Leo Tong, Mr. T. K. Kwan, Mr. A. Kan, Miss L. Clement, Miss G. Young, Miss P. Tipton, Miss M. Large, Miss L. Turner, Mr. and Mrs. Alfred P. Donovan, Mr. and Mrs. W. F. Alford, Mr. and Mrs. W. R. Wong, Miss P. Wong, Sir Frank D. Dingle, Mr. P. F. Lorraine, Mr. C. S. Gardner, Mr. E. B. Veach, Mr. K. Hall, Sister M. Ruth Sister M. Miriam, Dr. E. L. Hall, Mr. R. J. McMillen, Mr. G. Powell, Mr. J. N. Cook, Sister M. Richard, Sister M. Mathew, Mrs. H. Caswell, Miss V. Caswell, Miss L. Rich, Miss K. Braher, Mrs. L. Brodie, Mr. G. Kautzler, Miss J. C. Petty, Mrs. M. Brook, Mr. H. A. Yagle, Mr. J. N. Cook, Mrs. W. C. Leach, Miss N. E. Leach, and Mrs. J. R. Kusmanow, Mr. and Mrs. B. Noel Collison, Mr. W. P. Hills, Dr. J. H. Gray, Mr. A. J. Allam, Mr. F. J. Gillette, Mr. A. V. Fleisch, Doctor Michael Rev. Mr. and Mrs. B. E. Edens, Mr. H. E. Compkins, Mr. W. W. Lockwood, Mr. W. F. Pettit, Mr. C. W. Harvey, Mr. A. W. Braxton, Mr. W. H. Tipton, Miss G. V. Yanovich, Mr. S. Schonhaut, Mr. and Mrs. A. H. Peterson, Miss M. A. Kopek, Mr. A. G. Robinson, Mr. O. R. Magill, Miss D. Eadsbury, Mr. J. O. Collins, Mr. B. H. Kertel, Mr. R. E. Hertel, Bruce Hertel, and Olinda Hertel, Mr. and Mrs. D. W. Lyon, Miss Grace Lyon, Mr. T. K. Liu, Mr. G. Chi Sun, Mr. C. F. W. and Mrs. M. K. Kwan, Mr. and Mrs. J. G. Spalding, Mr. and Mrs. J. G. Ordens, Master H. Ordens, Miss R. Ordens, Sister M. Do Lo, Mrs. Sister M. Patricia, Sister M. Dominic, Mr. and Mrs. Leland Emerson, Mr. and Mrs. C. E. Barley, Mr. and Mrs. Lawrence, Mr. Dodge, Miss J. O. Richardson, Mrs. M. L. Johnson, Mr. Shirley, Miss Sallina, Mr. and Mrs. Frazer, Mr. and Mrs. W. A. McKellar, Miss C. E. B. Baldwin, Miss J. Dunn, Mr. Hamp, Mr. Hallaway, and son Miss M. Scovell, Mr. and Mrs. Steward, Mr. and Mrs. Carl Hoss, Jr., Mr. O. C. Roehr.

MOVEMENT OF STRANGERS.

The A. O. L. as "President Grant," which is due at this port on October 26, sailed from Seattle on October 3.

NOTICE TO SHIPPERS AND PASSENGERS.

(Continued from Page 7.)

REO DE JANEIRO.

(VIA SAIGON, SINGAPORE, COLOMBO, DURBAN & CAPE TOWN).

VALPARAISO.

(VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN DIEGO, SALINAS, CHICAGO, BALBOA, CALIFORNIA, ARECA & IQUIQUE).

Oct. 30.—T.K.K. Anyo Maru.

Nov. 10.—T.I.O. Hiroto.

Dec. 4.—T.K.K. Seijo Maru.

Jan. 15.—T.K.K. Rakuyo Maru.

Feb. 15.—D. L. Stuart Dollar.

PORTLAND.

(VIA S.S.B., WAWALONA, WEST KADE, WEST KODIAK).

Oct. 17.—U.S.S.B. Wawalona.

Nov. 19.—U.S.S.B. West Kade.

Dec. 9.—U.S.S.B. West Kood.

NEW YORK.

(VIA PANAMA).

Oct. 17.—N.Y.K. Toba Maru.

Nov. 1.—N.Y.K. Tokio Maru.

9.—A.O.L. Amer.

10.—T.O.L. Hoffman.

(VIA SUZU).

Oct. 19.—T.K.K. Meijo Maru.

22.—O.S.K. Paris Maru.

23.—D. & Co. Suruga.

26.—B. F. Alchon.

Nov. 1.—B. B. Legazpi.

3.—O.R.K. London Maru.

4.—P. L. Slavio Prince.

5.—B. F. City of Oran.

12.—D. & Co. Bolton Castle.

15.—B. F. Stanley Dollar.

16.—B. F. Maj.

Dec. 9.—D. L. M. S. Dollar.

15.—B. F. City of Corinth.

16.—B. F. City of Athens.

24.—B. F. Calches.

29.—D. L. Robert Dollar.

Jan. 16.—D. L. Stuart Dollar.

BOSTON.

(VIA S.S.B., Karonga, Toba Maru, Suruga).

Nov. 1.—N.Y.K. Karonga Maru.

12.—D. & Co. Arden.

13.—B. F. Bolton Castle.

25.—P. L. Stanley Dollar.



Mrs. W. E. D. Stokes.

Mrs. Stokes who is suing her step-son for \$1,000,000. A nasty business.



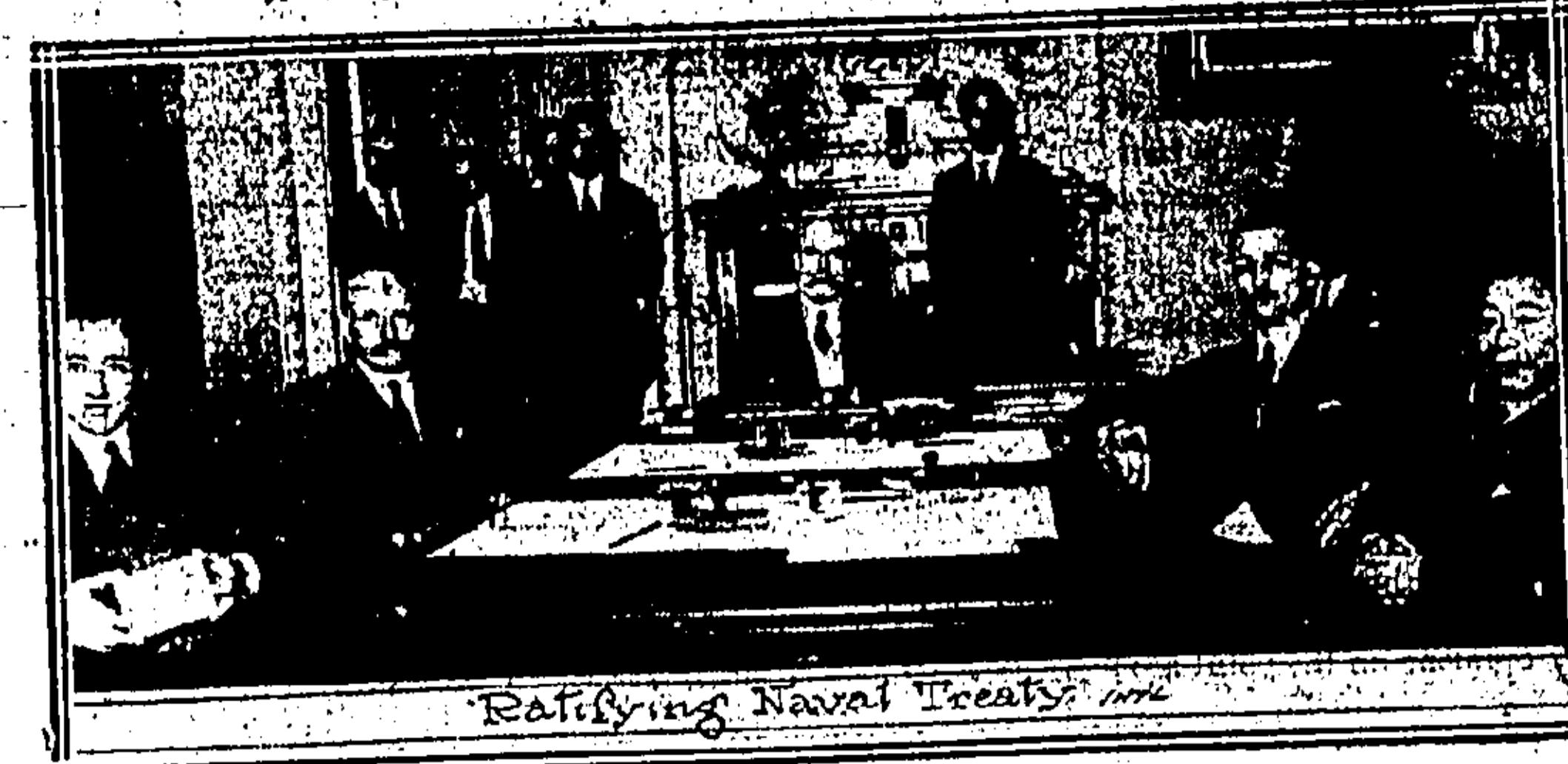
Miss Margaret L. Black.

This lady is 21 years old, and is to enter a Beauty Contest. Please tell your friends.



Mrs. R. S. Weinshenker.

This lady rejoices in the poetic name of Weinshenker. Besides minding the baby she is an instructor in golf and makes clubs.



Ratifying Naval Treaty.

This photograph, taken in the diplomatic reception room of the State Department, marks a momentous event in the world's affairs. Representatives of Great Britain, France, Italy, Japan and America met to deposit the various ratifications of the 5+3 Naval Peace Pact, which stops all naval increases for ten years and is called a marked step forward in world peace. Left to right are: H. G. Chilton, Charge d'Affaires for Great Britain; M. André de la Bouyale, Charge d'Affaires for France; Secretary of State Charles Evans Hughes; Signor Augusto Rosso, Charge d'Affaires for Italy, and His Excellency, Mr. Masanio Huihara, Ambassador from Japan.



Margaret McHost.

Eleven years old and found living in a dog kennel. If the Rents Ordinance is withdrawn that's where we shall be.



Col. C. O. Sherrill.

Lieutenant-Colonel C. O. Sherrill, Corps of Engineers, U. S. A. personal aide to the President and in charge of the White House, was placed in full charge of the arrangements for the funeral of President Harding.



Mrs. J. E. Liggett.

Mrs. Liggett who wants to get \$84,207.75 from Liggett and Drexel. The 75 cents is the cost of an ice cream sundae.



Miss Carmel Hall Meyer.

A lady who professes to be able to do a man's work and find time to dance, cook and sew. She can't find time to grow a moustache.



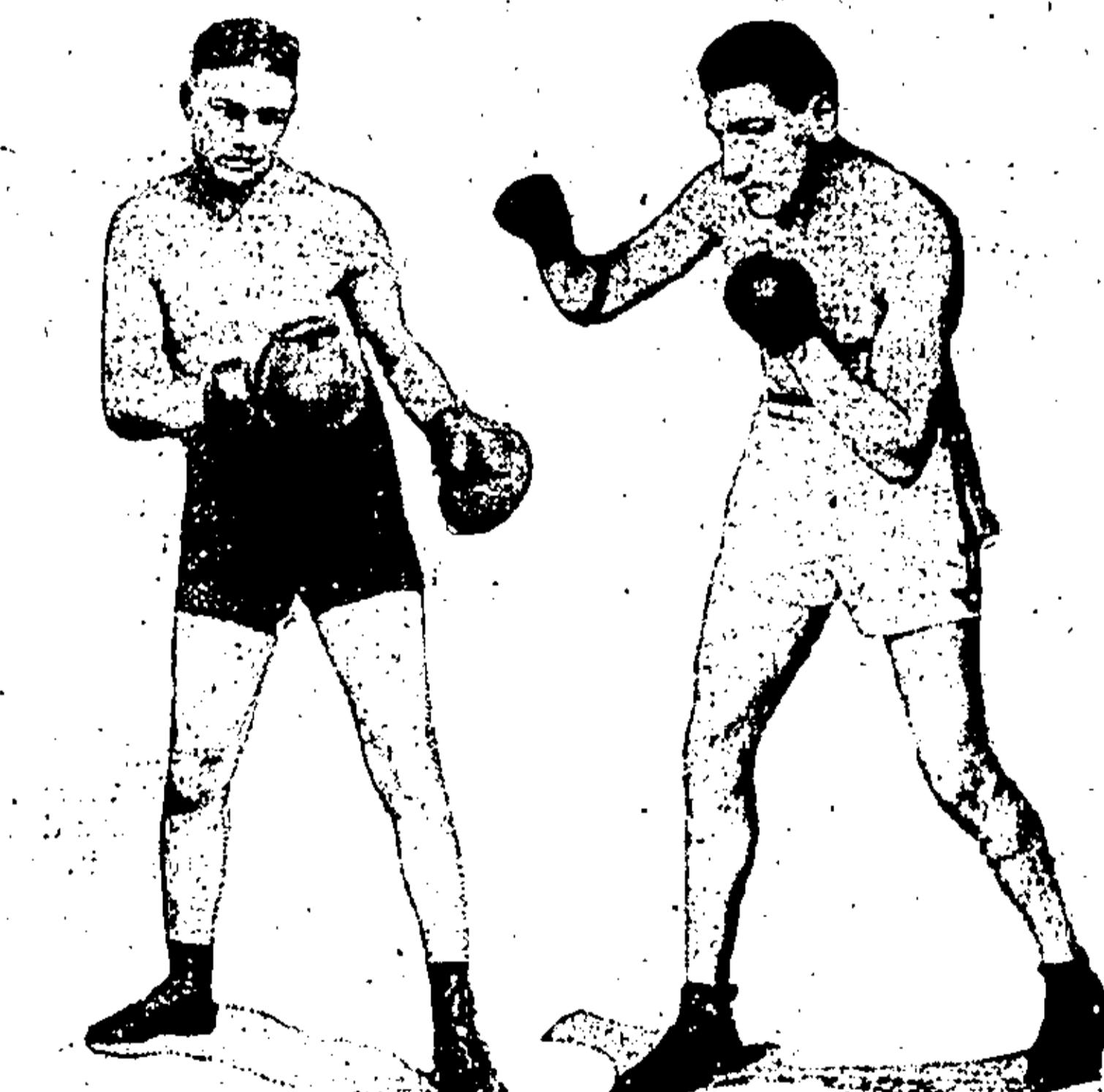
German mine as mail box.

A North Sea mine being used as a letter box.



Sir Auckland Geddes and Ellis Island.

The vicious attack upon conditions existing on Ellis Island, the great immigration detention station in New York Harbour, made in an official report to the British Government by Sir Auckland Geddes, British Ambassador to America, is likely to lead to important changes in the method of handling the thousands of immigrants who monthly enter America through the island.



Harry Grab and Johnny Wilson.

Two smashers or bashers. Look as if they are going to fight.

Do you experience difficulty when reading at night?—If so you should consult an eye specialist. Then reading by lamplight will be a pleasure, not an infliction. Your sight is also protected.

CHINESE OPTICAL CO.
EXPERT OPTOMETRISTS
AND OPTICIANS
67 Queen's Road Central.

BRINGING UP FATHER

STOP THAT NOISE IF WE WANT ANY SINGIN' WELL TELL YOU.

CRASH!! BANG!! POW! BAM!

BY GOLLY THIS PLACE IS WORSE THAN A BOILER FACTORY FOR NOISE.

DID YOU CALL ME?

NO BUT I'M GOIN' TO CAN'T YOU MAKE LESS NOISE?

HUH! I'D LIKE TO SEE YOU DROPPIN' ARMFUL OF DISHES LIKE I DID WITH OUT MAKIN' ANY NOISE!

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820 CONCHUS

BUSINESS DIRECTORY

Banks

The Bank of Canton, Ltd.,
Des Voeux Road Central.

China Special Bank Ltd.,
6, Judd Street.

Building Contractors

Wing On & Co.,
Building Contractors,
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Coal Merchants

Kaffen Mining Admin. (s/o Dodwell & Co., Ltd.), Colliery & Steamship Owners, Bituminous Coal, Coke, Firebricks.

S. Kilmur & Co.,
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Keung Hang & Co., Coal Merchants
6, Des Voeux Rd. Cen. Tel. Cen. 2736.

Keung & Co.,
Coal Contractors and
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Cotton Yarn Importers

Keche Kabushiki Kaisha,
Importers Cotton Yarn & Piece
Goods; No. 7, Mercantile
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Dentist

Harry Wong, Dentist,
1st floor, No. 74, Queen's Road
Central, Tel. Central No. 1255.

Engineers & Shipbuilders

W. S. Bailey & Co., Ltd
Engineer & Shipbuilder
Kowloon Bay
New Work & Repairs
Call Flag "L"

Fertilizer

Eastern Agricultural Fertilizer Co., 61 Jervois St.
Tel. 0286. Sole agent for Gramme King of Fertilizers

Glass Merchants

A. Lang & Co., Glass Merchants,
Furnaces, Mirror and Canton Marble,
Manufacture Electro-plated, Glass
and Cut Glass, Wares, and Photo
Apparatus. 19, Queen's Road Central.
Tel. Central No. 1210.

Hotels

Palace Hotel, Kowloon—Corner of
Haiphong and Hankow Roads. Few
minutes from ferry.

Importers & Exporters

One Bros. & Co., Importers and
Exporters and Commission Agents.
Des Voeux Rd.

Kwong San & Co., 16 Queen's Road
Central, Ko Chi Chink (Manager),
Kwong King Him (Asst.). Tel. Cen. 3189.

Zenda Trading Co.,
Importers and Exporters,
H KKO—Japanese fine art curios,
12 Queen's Road Cen. Tel. Cen. 1238.

Yam Hing Loong,
27-28 Queen's Road Central,
General Storekeepers, Wine & Cigar
Merchants, General Importers,
Exporters of Chinese Produce
Tel. Central 361.

Patell & Co., P. O. Box 318

Land & Estate Agents

Pan Yick Cho, Land & Estate agents
Tel. Central 911-1987.
15, Queen's Road Central.

Leather Goods

Wan Kang Suitcase Co.,
Manufacturers of Leather Suitcases,
Hand Bags, Purse, Belts, etc.
Pottinger St., 208 Queen's Rd. Cen.
and 38 Hillier St.

Po Hing, 22, Des Voeux Road. Manu-
facturers of Leather Suitcases, Hand
Bags Trunks etc.

MERCHANTS

Asia Commercial & Development Co.—
China Bank Buildings (3rd floor) Tel. 3600

Sibbs, J & Co., Alexandra Building.

Millinery

Madame Lily, Alexandra Building.
Latest models and creations from
Paris in Frocks and Millinery.
"The Centre of Fashion."

MINERS

China Commercial Co., Ltd.
Miners, Importers and Exporters
44-56 Queen's Road Cen. Tel. Cen. 2201.

Modistes

Madame Flint,
31, Queen's Road Cen. Tel. Cen. 588.
(Sportswear in silk)

Optician

The Hongkong Optical Co. Phone 2122.
23, Queen's Road Central

M. Lazarus, Optician.

Tel. Cen. 12 21. 11, Queen's Rd. Central

Printers

The "China Mail" General Printers,
Publishers and Booksellers,
6, Wyndham St. Tel. C. 21.

Photographers

Mei Ubang, Photographer,
23, Ice House Street,
7, Bonham Strand (Branch).
Developing & Printing undertaken.

Pe Kwoong Photo Studio
10, Wellington Street.
Photo Supplies and Developing.
Art picture dealer.

Rubber & Wood.

Tankahke & Co., 39 Connaught Rd. W.
Manufacturers of Rubber Soles and
Singapore Wood. Tel. Central 4473.

Scales.

Mustard & Co., Connaught Road Cen.

Ship Chandlers

Chung Fook, 78 Connaught Rd. Cen.
First floor. Tel. Central 429.
Shipchandler, Stevedores and
Commodore.

E. Hing & Co.

28 Wing On Street. Tel. Central 1116.
Metal Merchant & Ship Chandlers.
Managing Director—Mr. H. S. Chin.

Sun Cheong Comptore.

General Provision Store.
Naval & Military Contractor.
No. 66, Praya East Wan Chai.
Telephone No. 3781.

Wang Kee & Co., Shipchandlers.

Commodore, Stevedores & Coal
Merchants. As at & Pilot supply
No. 38, 37, Connaught Road, Tel.
Central No. 943.

Shipowners

Man Wing S. S. Co., Ltd.,
28 Bonham Strand West. Tel. Cen. 1710.
Regular fortnightly Service
Hongkong and Haiphong via Hoibow
as "Halton."

Thai Thuan S. S. Co., Ltd.,
147 Wing Lok Street, East. Tel. Cen. 93
as "Dorwen" as "Bourbon"
between Hongkong and Saigon.

Shoemakers

Jim Kee, Dealer in Sewing Machines
and Accessories, Boot & Shoe Maker.
7 Pottinger Street.

WON HUO WU

Foot, Shoes & Slippers for Ladies, Gents
Ladies' Hair Designs, Pillows & Mats.
24, Wyndham St. Tel. Cen. 1124.

Silk Stores.

O. Obharam—Royal Silk Store,
22 Queen's Road Central. Satin
Crepe de Chine, Georgette and
Brocade Silks.

Poehom Bros., 36, Queen's Rd. Cen.

Tailors

Hongkong Tailoring Co.
Ladies' and Gent's Tailors,
10, D'Aguilar Street. New Materials
of all descriptions. Tel. Cen. 9380.

Ab Young, Tailor, Drapers & Out-
fitters, Hat & Clothing, Suits made
to order. No. 74, Queen's Road
Central. Tel. Central No. 2330.

Sing Cheong.

Ladies' and Gentlemen's Tailor.
24, Wyndham Street, 2nd floor.

Tobaccos, Cigarettes.

British American Tobacco Co.
(China), Ltd. 15-19 Connaught Rd.
(China).

Typewriters, Etc.

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Kwan Tye, General Store & Co.
Wine & Spirit Merchant.
No. 102, Queen's Road Central.

LATEST SHIPPING NEWS.

ARRIVALS.

Pres. Jefferson, (Admiral Line)
from Shanghai—Kowloon Wharf,
City of Karachi (Bank Line)
from Singapore—Holt's Wharf.

Haihong, (Douglas Co.) from
Swatow—Co's Wharf.

Phenephem, (Wo Fat Sing) from
Saigon—A12.

Lee Sang, (J.M. & Co.) from Hoijow.
—C35.

Van Cloon, (J.C.J.L.) from
Swatow—A10.

Banks, (J. Manners) from Bang-
kok—West Point.

Hermelin, (Thoresen & Co.) from
Bangkok—West Point.

Soudan, (P. & O.) from Shang-
hai—A1.

Linan, (B. & S.) from Hoijow—
West Point.

DEPARTURES.

Suiyang, (B. & S.) for Amoy.—
October 16.

Hwai Kun, (Carl Bros) for Hai-
phong—October 16.

Fookang, (J.M. & Co.) for Moji.—
October 16.

Kaiiping, (Sing Kee) for Pakhoi.—
October 16.

Pres. Wilson, (Admiral Line) for
Shanghai—October 16.

Yei Maru, (M.S.K.) for Keelung.—
October 16.

Monday, October 29th

JASCHA HEIFETZ

Booking at MOUTRIES.

THEATRE ROYAL

ONE NIGHT ONLY

MONDAY, October 29th.

GRAND VIOLIN RECITAL

BY

JASCHA HEIFETZ

The World renowned Violinist

Booking opens at Moutries on

Monday, October 15th.

Prices:—Stalls and Circle \$6.00

Unreserved:—\$4.00 and \$3.00

WEATHER REPORT.

October 16th 11h. 32m.—Pressure

has increased slightly to moderate-
ly at the majority of reporting
stations.

The anticyclone has strengthen-
ed slightly.

Fresh monsoon may be expected
along the S.E. coast of China and
over the N. China Sea.

Hongkong rainfall in the 24 hours
ending at 10 a.m. to-day, 0.07 inches.
Total since January 1st, 81.44 inches,
against an average of 79.17 inches.

Forecast for the 24 hours ending at
noon on October 17, 1923.

1. Formosa Channel, N.E. winds
strong.

2. South coast of China, between
Hongkong and Lanmei, N.E. winds,
fresh, fair.

3. Hong Kong to Gas Rock, N.E.
winds, fresh, fair.

4. South coast of China, between
Hongkong and Taiwan, N.E. winds,
fresh, fair.

5. South coast of China, between
Hongkong and Lanmei, N.E. winds,
fresh, fair.

6. Hongkong, 71 73 75 78 80 82 84 86 88 90 92 94 96 98 100 102 104 106 108 110 112 114 116 118 120 122 124 126 128 130 132 134 136 138 140 142 144 146 148 150 152 154 156 158 160 162 164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194 196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286 288 290 292 294 296 298 298 300 302 304 306 308 310 312 314 316 318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348 350 352 354 356 358 360 362 364 366 368 370 372 374 376 378 380 382 384 386 388